



72 FIRC GRADUATES — Story on Pages 3, 4 & 5.



MONTANA AERONAUTICS COMMISSION

Volume 23 — No. 3

March, 1972

'72' FIRC HELD IN GREAT FALLS

The 1972 Flight Instructor Refresher Course was conducted March 6 through 10 in Great Falls at the Ponderosa Inn and Holman Aviation. The tenth such annual course, it is sponsored by the Montana Aeronautics Commission and conducted by representatives of the Federal Aviation Administration and Department of Commerce—National Weather Service.

Instructors of the course included: Tiner Lapsley, Fred Porter and Jerry Perkins, FAA Academy team, Oklahoma City; Sam Tyree, Great Falls Tower, FAA; Lee Ward, Chief, Great Falls Flight Service Station; Jerry Webster and Wilbur Jackson, Radar Approach Control, FAA, Great Falls; Jack Hughes, National Weather Service, Great Falls; Don Smith, Air Route Traffic Control Center, FAA, Great Falls; FAA Inspectors, C. R. Taylor, Lauren Basham, and Art Kurth, Rocky Mountain GADO #5, Helena.

The course trainees pictured above were: Robert Christensen, Great Falls; Bill Pace, Helena; Russell Cebulski, Malta; Joseph Dutton, Sand Springs; Clyde Frederickson, Jr., Hamilton; Charley Kuzmic, Libby; Patricia Dower, Butte; William Stewart, Dillon; Norman Sonju, Shelby; Gerald Cas-

man, Missoula; Dennis Elgen, Culbertson; Eugene Wehrman, Billings; Roger Walker, Great Falls; Charles Logan, Missoula; Keith Stevens, Ash-

land; C. R. Ugrin, Miles City; Larry Larson, Billings; Rollin Munson, Plentywood; Stan Colton, Lewistown; James Bernet, Helena.



Seated, left to right: James Vercellino, William E. Hunt. Standing. Jeff Ferris, Ed Gilliam, Allen Denton, Bernt Ward.

MONTANA ASSESSORS MEET WITH ARIZONA OFFICIALS

Montana Assessors, Bernt Ward of Sheridan County and Allen Denton of Powell County, met in Phoenix and Tucson with Arizona officials February 16, 17 and 18. The meetings, to discuss Arizona and Montana tax structures and assessor responsibilities, were initiated by William E. Hunt, Director of the Montana Aeronautics Commission.

In addition to the above, the meet-

ings were attended by: James Vercellino, Director, Arizona Department of Aeronautics; Edward L. Gilliam, Assistant Director, Arizona Department of Aeronautics; Jeff Ferris, Clerk of the Arizona State Board of Property Tax Appeals; Warren Hamlin, a former Arizona Assessor.

Topics covered at the meetings included: Responsibilities and methods of Arizona and Montana Assessors; functions and requirements of state Aviation Agencies under each state's tax laws; and, the overall tax structures in both states.

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of the
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Edited by: R. Bowsher



**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTINGS**

Airport	Apr.	May	June
Great Falls	6	4	8
Havre		11	
Missoula		11	
Kalispell		17	
Butte			15
Culbertson	5		
Glasgow		3	
Glendive		18	
Lewistown	19		21
Miles City		17	
Sidney	6		8

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman Lewistown
Butte Livingston
Cut Bank Miles City
Dillon Missoula
Great Falls

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

Visitors to Henry Ford's Greenfield Village, Dearborn, Michigan, may see the original home and bicycle shop owned by the Wright Brothers at Dayton, Ohio.

Director's Column



As spring approaches, the Montana Aeronautics Commission is getting busy and seems to be busier than it has been in the past two years. Hopefully this reflects a reversal of the trend downward in aviation activities. We have certainly had some encouraging events take place since I last wrote a column.

As you may have noticed in this issue, we have returned from our investigation of the Arizona statutes that treat aircraft differently than we do here in Montana. Basically the difference is that the State of Arizona levies a flat rate on an airplane (and also on automobiles) no matter where they are located in the state and the money is given three-fourths for airport grants and one-fourth to the state general fund. I went to Arizona with Mr. Bernt Ward of Plentywood, President of the Montana Assessors' Association, and Mr. Allen Denton of Deer Lodge, Past President of the Montana Assessors' Association and present Chairman of their legislative Committee. I wanted to introduce them to the problems of airport facility financing and how Arizona has approached the problem with resulting benefits to the county, state, airplane owner, airplane dealer, taxpayer, and last but not least, the assessor himself who is relieved of a frustrating and very often incomplete job.

While I am sure when talking to these gentlemen after we returned, that they had a good understanding of what these changes would bring about, and I believe that they recognized many of the benefits. I will have to admit that I became aware of many difficulties faced by the Montana State Board of Equalization

and the County Assessors in airplane property taxes. To accomplish something along the lines of the Arizona plan, there must be constitutional and statutory changes. There has to be protection of the property valuation of the county. I did not see these as problems we cannot solve by working and cooperating together, but it will certainly take time and patience on all our parts to fully understand the difficulties that must be overcome to simplify our taxing procedures.

It would appear to me that the long range beneficiary of this program will be the taxpayer who now supports the airport and must come up with special levies and bond issues for improvements that we would be able to finance through the grants financed by the tax on aircraft, even though the individual aircraft would be taxed less than it is now.

Right now the legal problems are being looked into and comparisons made between the Arizona and Montana laws to see what specific steps should be taken to develop a legislative program that we can all support and that the Legislature can adopt.

I had the honor of being a special guest of the Utah Aeronautics Department at the Utah Pilots Association Banquet. This well attended function was highlighted by a speech by the FAA Administrator, John Schaeffer. I had the opportunity to spend some time in private with Mr. Schaeffer and discussed some of the matters that I considered to be important. Of interest in any discussion of course, is the matter of financing and I mentioned our need for funds to Mr. Schaeffer.

While we were in Utah, Jerry Burrows, Plant and Equipment Supervisor, was able to visit the Surplus Depot at Hill Air Force Base, and in cooperation with Civil Defense, was able to get some equipment for our airport at West Yellowstone at no cost to the Commission.



Jack Hughes, Department of Commerce—National Weather Service.

GROUND SCHOOL

The Course began Monday morning at the Ponderosa Inn with an introduction and greeting by Course Manager Jack Wilson of the Montana Aeronautics Commission.

Subjects covered at the Ground School's morning and evening sessions included: Tower operations and procedures; traffic patterns, and take-off and landing information; all aspects of a Flight Service Station operation; the functions of and facilities at the Great Falls Radar Approach Control; assistance and information obtainable from the National Weather Service; Operation of the Great Falls Air Route Traffic Control Center; flight maneuvers, fundamentals of instruction and all aspects of instruction for students.



Arthur Kurth, Operations Specialist, FAA, Rm.—No. 5 GADO, Helena.



FAA Academy Team, left to right: Jerry Perkins, Fred Porter, Team Captain Tiner Lapsley.



Air Traffic Control, Great Falls FSS, left to right: George Scott, Lee Ward.



FAA, Rm—GADO No. 5, Helena, left to right: Lauren Basham, Charles R. Taylor.



Air Traffic Control, Great Falls RAPCON, left to right: Wilbur Jackson, Jerry Webster.

FLIGHT SESSIONS

The flying portion of the Course was conducted at Holman Aviation facilities by FAA designated Pilot Examiners from Rocky Mountain GADO #5 District. The Examiners were: Jack R. Hughes, Missoula; Myron Strand, Kalispell; Robert Lohof, Great Falls; Walter Hensley, Havre; Craig Cook, Missoula.



Tutor Craig Cook, Missoula; Trainee Eugene D. Wehrman, Billings; Trainee Stan G. Colton, Lewistown.



Tutor Cook, Missoula; Trainee Gerald Wayne Casman, Missoula; Trainee Wehrman, Billings.



Tutor Jack R. Hughes, Missoula; Trainee Patricia A. Dower, Butte; Trainee Rollin G. Munson, Plentywood.



Tutor Hughes, Missoula; Trainee Clyde Fredrickson, Jr., Hamilton; Trainee Charles D. Logan, Missoula.



Trainee Bill Pace, Helena; Trainee Larry L. Larson, Billings; Tutor Myron Strand, Kalispell.



Trainee Charley W. Kuzmic, Libby; Tutor Strand, Kalispell; Trainee Roger E. Walker, Great Falls.



Tutor Robert Lohof, Great Falls; Trainee Dennis Elgen, Culbertson; Trainee Robert W. Christensen, Jr., Great Falls.



Tutor Lohoff, Great Falls; Trainee Les Preston, Great Falls; Trainee Keith E. Stevens, Ashland.



Trainee C. R. Ugrin, Miles City; Tutor Walter Hensley, Havre; Trainee Russell Cebulski, Malta.



Trainee Norman Sonju, Shelby; Tutor Hensley, Havre; Trainee Joseph M. Dutton, Sand Springs.

BANQUET

The banquet preceded by a cocktail hour, was held Thursday evening at the Ponderosa Inn. Jack Wilson, Course Manager, served as Master of Ceremonies. William E. Hunt, Director of the Montana Aeronautics Commission, presented the trainees with certificates of completion and sets of wings, and the course instructors with certificates of appreciation. Jerry Burrows, Commission staff member, worked with Wilson as Course Aide as well as taking all the photos found in this article.



Patricia Dower receiving certificate and wings from MAC Director Hunt.



Head table at the Thursday evening banquet.



Trainees, Instructors, and their wives enjoying the banquet.

FAA INSPECTOR'S CORNER



By Lauren D. Basham
Accident Prevention Specialist
Rm—GADO No. 5, Helena

A paragraph in a Flight Safety publication "By the Numbers" attracted my attention the other day. It stated in part that "VFR weather minimums are a requirement for life, not death. They do not mean that a VFR pilot **can fly**; they are a criteria by which to judge flight conditions."

The above words reminded me that in all too many cases, pilots make their decision to "go" based on a cursory examination of the hourly sequence reports and a **desire** for weather improvement if marginal weather is a factor instead of on their capabilities to cope with the weather that may actually exist.

It is obvious from researching the accident statistics in which weather was definitely a factor that, in many cases, the pilot either chose to ignore the weather implications or did not understand the information he was given by the FSS or National Weather Service briefer.

A pilot whose mind is programmed to "go" may not even hear the cautions given by the briefer which say "no". One FSS specialist told me recently of a pilot who, when given a thorough briefing concerning extremely marginal weather, insisted that his knowledge of the route made it a "no sweat" situation for him. The specialist felt that this pilot either did not understand the information he was given or chose to ignore the existing weather conditions.

The phrase "The pilot elected to continue VFR under conditions of known deteriorating weather" continues to appear on our General Aviation Accident Reports. Often, the pilot makes no firm decision to stop

or turn around until it is too late. We believe the decision to continue is quite often made without a thorough evaluation of all available information.

The pilot must realize that while Sequence Reports may show a trend at a particular location, they do not reveal the total weather picture. Weather reporting stations in the mountainous areas are often far apart and, therefore, cannot adequately reveal existing conditions at many in-between points! Our mountain environment may spawn and intensify several mini-weather systems over a given area during the passage of a frontal system.

Pilot reports of conditions encountered over a route provide a tremendous assist in alerting other pilots to hazardous weather conditions. If no such reports are available, even this information in itself may be revealing.

Finally, the judgment a pilot brings to bear on each of his flight decisions is not developed overnight. If it exists at all, it exists as a result of a continued awareness of the need for self-evaluation and adherence to known good operating practices.

Why not take time now and review the "Good Operating Practices" section of Part I of the Airmans' Information Manual, particularly "Alertness and Judgment" page 1-93, and "VFR in a Congested Area? Listen!" on page 1-97.

May I suggest that flight instructors post a notice on their bulletin board requiring their students and renter pilots to read these sections and initial the notice? This information may be generally known but a review is always in order and may just bring something to your attention that you "need to know" to make your next flight a safer one.

The last paragraph of this section of the AIM states:

"Conformance with Good Operating Practices is not as simple as it sounds. It requires constant attention to innumerable details and a deep seated realization that additional hazards exist in **any** (emphasis mine)

flight operation when vigilance is relaxed."

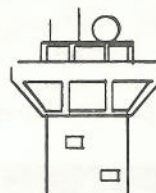
Think about it seriously; these are qualities which all pilots should strive to develop.

GALLATIN HANGAR HOLDS MONTHLY MEETING

New officers were elected at the March meeting of the Gallatin Valley Hangar of the Montana Pilots' Association in Bozeman. Ian Elliot, Bozeman, was elected President; Fred W. Hasskamp, Three Forks, Vice President; and Lloyd Travis, Belgrade, Secretary-Treasurer. They will replace retiring officers Charles Silverthorn, Peter Anderson and Harold "Bud" Hall.

Duane Jackson, Foreign Language Supervisor, with the office of Montana Superintendent of Public Instruction, presented a program on aviation activities in the Soviet Union. Jackson recently returned from the second of two aviation seminars in Russia.

The group voted to oppose the possible abandonment of several airway rotating beacon lights in Western Montana including three in the immediate vicinity of Bozeman.



TOWER

OPERATIONS

February, 1972

	Total Operations	Instrument Operations
Billings	5,565	1,897
Great Falls	6,824	1,427
Missoula	6,922	510
Helena	3,014	605

The first "air to air" refueling took place 50 years ago. On November 12, 1921, **Wesley May** strapped a 5-gallon can of gasoline on his back and stepped from his aircraft onto the wing skid of a "Jenny" flown by **Earl S. Daugherty**. May then moved forward and poured the gasoline into the tank.

AIRPORT NOTES



By **WORTHIE M. RAUCHER**
Deputy Director

Helena—The Federal Aviation Administration has notified the joint City-County Airport Board that Helena Airport has been allocated \$138,511 under the terms of the Airport and Airways Development Act of 1970 to acquire ten additional acres of land for airport development, install VASI 4 on Runway 8, install medium intensity taxiway lights on Taxiway E, install high intensity runway lights on Runway 8/26 (9,000 feet), construct new electrical vault, install electrical generator and install apron lighting. Morrison & Maierle, Inc., will be the consulting engineers on the proposed project. Bud Kelleher, Airport Manager, stated that they intend to advertise for bids on May 16, 1972.

Helena anticipates that the final checks and approval of their instrument landing system will be conducted during mid-April. Nearly all of the necessary electronic equipment is installed awaiting final checks and the airborne flight check to establish the required glide slope.

Great Falls—The City of Great Falls has applied to the Federal Aviation Administration for an ADAP project on Great Falls International Airport to acquire land for safety and clear zones for Runway 16/34 and 3/21.

Billings—The City of Billings has applied for a Federal Aviation Administration grant for an ADAP project to strengthen and widen certain taxiways, construct Stage 2 of their security fencing project, and install a four box VASI on Runway 27. Billings anticipates completing this proposed project during the coming con-

struction season.

Miles City—The Miles City-Custer County Airport Commission has applied to the Federal Aviation Administration for an ADAP project on Miles City Airport to overlay and strengthen Runway 12/30, overlay and strengthen Taxiway A, reconstruct Terminal apron, medium intensity lighting and accessories for Runway 12/30, and pavement marking. The Montana Aeronautics Commission will loan Miles City \$48,890 under our Revolving Airport Construction Loan Program. The Commission loan will constitute part of the sponsor's funds to enable the airport commission to receive a 53% grant from the Federal Aviation Administration on their proposed project.

NAV AIDS



By **David C. Kneedler**
Supervisor of Nav Aids

The December-January edition of Montana and the Sky contained an article about the Aeronautics Commission's Airway Beacon Program. The article attempted to provide the

reader with a brief general background of this program and also requested that the accompanying questionnaire be returned to the Commission along with any comments you may have regarding Airway Beacons in the State.

We had hoped that enough response would be made to this request to provide us with guidance in the future posture of this program. We very much appreciate the efforts of those of you who have responded to the questionnaire and especially those who have taken the time to provide us with additional comments.

However, the overall response has been discouragingly slim. We have not received enough replies to give us any feel for the wishes of our readers in this regard and we are therefore including the questionnaire in this Newsletter and extending the closing date for comments to April 30, 1972. We do this in the hope that you will demonstrate an interest in the operation of your Aeronautics Commission by taking the time to fill out the questionnaire and forward it to the Commission at P. O. Box 1698, Helena, Montana 59601 as soon as possible. **Please Respond.**

A micro-navigator (MICRON) is being developed for the U. S. Air Force by the Electronics Group of North American Rockwell to be used in aircraft and medium-range missiles.

Airman rating.....Total hours.....Hours per year.....

Hours nite VFR last year.....

Name Airway beacons used last year and number of times used:.....

Should the MAC's Airway Beacon Program: (check one)

Be reduced..... Be continued as it..... Be discontinued.....

Take over the 8 FAA beacons.....

The Montana Aeronautics Commission would appreciate any additional comments that you may have in addition to this questionnaire.

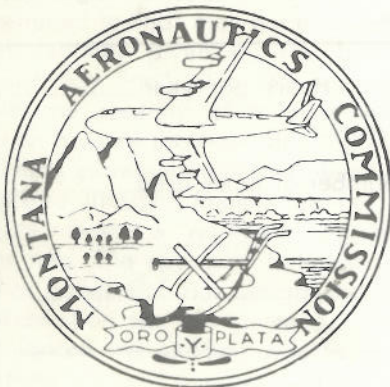
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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

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